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**Amendments to the Specification:**

Delete paragraph 8 and substitute therefore the following:

**[0008]** Figs. 2a and 2b depict a flow chart showing the steps for determining the traffic conditions in accordance with the present invention.

Please replace paragraph [0018] with the following amended paragraph:

**[0018]** ~~Fig. 2 is a flowchart illustrating one embodiment for determining the traffic conditions of the moving vehicles.~~ Figs. 2a and 2b depict a flow chart illustrating one embodiment for determining the traffic conditions of the moving vehicles. The signals of the vehicles 12 traveling on selected routes at various times is received at step 201 by each of the wireless networks 14 via the wireless device 18. Upon receipt of the signals, at step 202, total count of number of signals received for each moving vehicle 12 is determined. At step 203, the total count of the number of signals is compared with a pre-determined value. The pre-determined value is an already established value which defines a specific number of signals required to determine the location of the moving vehicles 12 in a selected route. This pre-determined value establishes the fact that certain number of vehicles 12 are needed to be traveling on a selected route to determine their location information. Based on the comparison, at step 204, it is determined whether the total count of signals is greater than the predetermined value. If the total count is less than the predetermined value, then the location information of the

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moving vehicles 12 is not determined. However, if it is greater than the predetermined value, then the location information of the vehicles 12 traveling on the selected routes is determined at step 205 by the corresponding wireless communication network 14. The wireless communication networks 14 determine the current location of the moving vehicles 12 at various times and forwards the same to the central computer 16. Upon receipt of this information, the central computer 16 at step 202 stores this information in the database 17 in accordance with the selected routes in the region. The database 17 is constantly updated with current traffic information of the moving vehicle 12. Then at step 207, the velocity of the moving vehicle is determined using a software program known to one skilled in the art. At step 208, a traffic profile for each moving vehicle is created based on the computed velocity information. The traffic profile information includes the average velocity of the moving vehicle at various routes, estimated time of arrival to a destination, directions to alternate routes of the moving vehicles, road conditions, etc., as mentioned above. At step 209, the traffic profile information is used to determine if any vehicle has a zero velocity, i.e., it is not moving. If a vehicle has a zero velocity, that vehicle is preferably flagged in the traffic profile information at step 210 to contact the person in the vehicle if there is a problem with the vehicle or a person in the vehicle. Referring back to step 208, when the traffic profile information is determined, then at step 211, the traffic profile information is downloaded and sent to the moving vehicles 12. The traffic profile information may preferably be sent upon the request of the user in the moving vehicle 12

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or may automatically be forwarded to the moving vehicle if the user of the moving vehicle has already selected to receive the same as discussed above.